

## Walking Audit

Walking audits are site inspections undertaken initially to review and determine the problems along the streets. From the team's visit and the residents' input during the audit, the following conclusions were drawn:

The neighborhood is alive with children playing. People of all ages live in Palama and are often outdoors being active and socializing. There is a great sense of community pride as people share common Hawaiian values, and enjoy the central location. Palama has many sub-neighborhoods, comprised of various ethnic groups with a wide range of income levels and ages.



The main roads through the Lanakila School area (Kuakini Street, Alaneo Street and Lanakila Avenue) are wide and long, inviting higher speeds.

Substantial cut-thru traffic was noted, with motorists exiting Liliha Street onto Kuakini Street then turning left onto Alaneo Street and then entering N. School Street. This practice creates unwarranted risk and exposure to people living in the area and especially to children walking to school. The intersection of Kuakini Street and Alaneo Street is appropriate for traffic calming.

There are very few paved sidewalks in the higher elevations of the neighborhood. Many people were seen walking in lanes of traffic, often hidden by curves and parked vehicles.

Intersections in upper portions of the neighborhood were reviewed. Lanakila Avenue at the Luka Street and Kunawai Lane intersection has a large unused space. Reorganizing this cluster intersection with a mini-circle could slow traffic in this neighborhood market area. It would also mitigate poor sight distances and random parking activity. Traffic travels above the speed limit on the downhill run. The intersection of Alewa Drive, Aulii Street and Ilma Street is also quite wide.

During the walking audit, numerous residents were observed walking, bicycling, pushing strollers, jogging, skateboarding, going to the recreation centers, parks, shopping or waiting for transit. These types of trips allow people to enjoy their beautiful surroundings and interact with their neighbors while going about their business. These are the types of trips that build stronger communities and should be encouraged by pedestrian friendly and bicycle friendly street design.



## Charrette Agenda

- I Introduction
- II Presentation
- III What are the Tools?
- IV Brainstorming the Big Problems
- V Voting on Priorities
- VI Design Tables
- VII Group Reports
- VIII Closing

An evening charrette was held on Thursday, April 13, 2000 between 7:00 and 9:00 pm. Twenty-one residents attended to learn the process, tools and applications of traffic calming. Following a presentation on traffic calming by Dan Burden, residents were asked to "Identify the Big Problems." Residents discussed the need to slow traffic for the safety of the children. Palama neighbors addressed the speeding problem by selecting a variety of traffic calming tools.





## PUBLIC CONSENSUS

The Palama Neighborhood charrette provided sufficient direction to permit the design team to go forward with both the system development and conceptual design of various traffic calming features. The significant products of a successful charrette include:

1. Reaching neighborhood "ownership" of the problem.
2. Selecting and prioritizing specific projects within the identified neighborhood boundaries.
3. Developing consensus and a positive working relationship with the neighborhood board, elected officials and City and County staff to achieve early and appropriate reconstruction of roadways and intersections.

The following problems and potential solutions were identified:

***The problems identified by residents are:***

- Speeding near Lanakila School
- Hard to turn left onto Alaneo from Kuakini
- Lots of traffic and speeding on Houghtailing
- No Kuakini Extension
- Lanakila Avenue (speeding, accidents, dangerous crosswalks)
- People cut through and all come out on Keola, making traffic back-up
- Luka and Lanakila Ave. no one obeys the stop sign
- Hard for children to cross Kuakini and Alaneo
- Ilima Drive / Alewa Drive intersection at Aulii (many accidents, property damage)



***A table design session followed.*** Residents worked in small groups. Each group sat around tables with neighborhood maps, and identified the following potential action items. The residents' suggestions were handed over to the traffic calming engineers to determine the most effective treatment for each location.

- Speed table crosswalks around school
- Medians on Kuakini
- Curb extensions at Alaneo and Kuakini with better crosswalks
- Mini-circle at Luka and Lanakila
- Make Kuakini one-way
- Chicanes/Angled Slow Points on Alaneo and Aulii



## STUDY AREA

Palama is an urban community between Nuuanu and Downtown Honolulu. The neighborhood has a large number of public facilities and private institutions such as St. Francis Hospital and St. Theresa School. Much of the neighborhood is within walking distance of retail shops, restaurants, schools and parks. Traffic calming Palama will serve to improve the efficiency of traffic flow and make trips safer for motorists, pedestrians and children.

